

However, insofar as special benefits to users of the airport can be identified and charged for, there is no reason why this should not be done. The FAA publication, "Small Airports" suggests as revenue producers: the sale of aviation gasoline and oil, tie-down fees, rental of hangers and office space, operation contracts, concessions, and the short-term leasing of excess airport land for agricultural purposes. Airports can add to the non-monetary benefits they provide through providing facilities such as picnic areas where families can come and add the excitement of watching the airplanes to their recreation.

Use of the Airport

The Sanford Airport will be a "general aviation" airport, which means that it will not be used for scheduled airline service. It is designed to handle light (one-and-two engine, propeller driven) aircraft and will have no equipment for "blind" landings and take offs. The activities that may be found at general aviation airports are classified into four categories by the FAA:

Commercial: Air taxi service; charter service; small freight deliveries; agricultural services; and aerial photography.

Business: The use of personal or company aircraft for business trips.

Instruction: Flying lessons.

Personal: Recreation or occasional business flying by plane owners.

Sanford's complement of based aircraft has grown from three in 1961, when the landing strip was first established, to thirteen in 1963. This in spite of the fact that the unpaved runway often diverts traffic from Sanford in wet weather. Of the thirteen aircraft presently based in Sanford, three are company-owned business planes, one is for commercial use and nine are used for personal flying.

The airport is used intensively for personal flying whenever flying weather is good. The three planes owned by local firms are used regularly. The airport receives its heaviest business traffic during late summer when tobacco dealers come to Sanford, but some local branches of larger firms are visited by business aircraft throughout the year.

The current improvements to the airport, especially the paving of the runway, are expected to increase the traffic at the airport, especially traffic which was previously detoured in wet weather. The FAA representative assigned to Sanford estimates that six based aircraft will be added to Sanford's present number by 1967.